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OXC-3153
Copy 6 of 6
9 March 1962

MEMORANDUM FOR : Chief, Materiel Staff, Development Projects Division
ATTENTION : [REDACTED] 25X1A
SUBJECT : Status of T-33 Aircraft [REDACTED] 25X1A

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25X1A 1. During my visit last week [REDACTED] made a special point with me about the "miserable condition" of the T-33 which was handed over to him for use [REDACTED]. He made the following points and asked me to pass them on here in Headquarters in the interest of seeing what could be done to either replace the aircraft or get vastly improved support for it.

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a. According to [REDACTED] this aircraft has been AOCP on the average of sixty to seventy percent of the time since its arrival. He states that it is now on its third engine since arrival, and that the flux gate compass is continually out by some 160 degrees. He does think he may be able to straighten out the compass once his compass rose is installed.

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25X1A b. [REDACTED] states that he thinks a good deal of the trouble may be attributable to the fact that this is a high time 1951 model T-Bird. He said that at the moment he is afraid to use it on cross-country flights for fear that it will either experience an in-flight failure or will be forced down in some cow pasture. He said that about the longest flight they are able to get out of it at present is from [REDACTED] for repairs! (I think he may be exaggerating a bit.)

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25X1A c. In [REDACTED] words he thinks that some of the static that has developed from [REDACTED] over the absence of a written directive from General Sweeney stems from the fact that "every time [REDACTED] looks out his office window, he sees this T-33 in the traffic pattern coming in for another load of spare parts". Once again I think he may be somewhat carried away.

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d. [] also adds that the support he is able to steal from LAC on this vehicle is minimal, since most of Kelly's tigers are far more interested now particularly in supporting either the basic mission aircraft or the [] than they are in worrying about an antique T-33. One of [] comments, for instance, was that he really did not know what he had done to Colonel Geary to deserve an aircraft like this.

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2. I personally suspect that some of the anguish over the T-33 may diminish when the F-101 arrives, but I thought you might be willing to look into this question in the meantime to see if there is anything we can do to at least improve the in-commission rate on the present bird. Please let me know if anything along this line is possible.

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3. As an added but inferentially related subject, [] wanted me to inquire into the availability of some sort of a kit which is allegedly a shelf item in Air Force which can be installed at the time of a periodic check and which has the net effect of converting the aircraft to an F-101F version. [] is very keen on aircraft of all shapes and sizes particularly when it comes to qualification for instrument status, since he argues that with the presently projected 161's, it will be necessary to use two aircraft to qualify one pilot at a time.

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JAMES A. CUNNINGHAM, JR.
Assistant Chief
DPD-DD/R

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